

Honolulu Star-Bulletin

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WORLD'S NEWS CONDENSED SPECIAL MAIL SERVICE TO STAR-BULLETIN Home and Foreign Dispatches Giving World's News at a Glance.

(News originating on the day the steamer sailed). Charles M. Schwab is said to be seeking a permanent residence in London and has been busy looking up handsome houses that are available. Meyer Lissner, head of the California "Bull Moose," was hustled off the stage at Los Angeles by John M. Harlan, son of the late Supreme Court Justice, after he had tried to interrupt a Taft meeting.

GINACAS MORTGAGE PINEAPPLE LANDS Henry G. Ginaca, Louis A. Ginaca and Camille Ginaca have given a mortgage of their pineapple lands, with all the crops and equipments, at Puhapeka-Paumalu, on this island, to the Bank of Hawaii, Ltd., for the consideration of a loan of \$2000 and the further consideration of advances not to exceed at any one time \$25,000.

PLANK GAVE WAY BACK INJURED Gabriel Long, an Hawaiian employed in removal of the old planking at the Mauna Kea wharf, fell for a distance of several feet this morning injuring his back. The police ambulance was called and Long was taken to the hospital.

HEALANI BOAT CLUB TO HOLD A BANQUET The Healani Club has decided to give a banquet to its own victorious crews and to the visiting Alameda oarsmen. The feast will take place next Saturday night, but it has not yet been decided just where. Club members desiring further information should apply to H. Lenke, at Hakefield & Co.

ARRESTED FOR BEATING A WOMAN The police were called this morning to take into custody a man named Peters, who was an employe of the Auld Lane rice mill and was charged with kicking and beating a woman. The report that reached the officers was to the effect that a group of women were seated in a neighboring yard, engaged in conversation when Peters appeared on the scene and insisted that the women were making him a target for their animated discussion. Denials were fruitless and the man is declared to have entered the premises and severely injured one woman.

CLAIMANT FOR SEIZED SILK AWAITS RULING Shikeno Kataoka, claimant for about \$2000 worth of silk found in her possession on board the steamer Koa on July 8, awaits a ruling by U. S. Judge Clemens on a motion for a directed verdict in her favor, made by her attorneys, Curry & Ozawa, and argued at great length yesterday and today by them, and contra, by U. S. Deputy Attorney Biting. At the conclusion of the argument the court took the matter under advisement and a ruling is not expected for two or three days.

RAW SUGAR DROPS IN NEW YORK TODAY Alexander & Baldwin, Ltd., received the following cablegram from New York this afternoon: "There was a sale of 96 degree centrifugals today, which affects the basis of Hawaiian sugars at 4.17. A London cable quotes October beets at 9s. 8d."

COURT ITEMS. Charles Mitchell will be put on trial a second time before U. S. Judge Clemens tomorrow for smuggling zinc from the German bank Paul Isenberg, a material having occurred in the case last April. C. C. Biting will appear for the government and Chen Quinn for the defense.

SUGAR SAN FRANCISCO, Cal., Sept. 25.—Sugar: 96 degrees test, 4.17 cents. Previous quotation, 4.23 cents. Beets: 88 analysis, 12s. Parity, 4.54 cents. Previous quotation, 12s. 1 1/2-2d.

TALESMEN SUMMONED. James T. Carey, Alfred R. Hatfield, James P. Winne, Roscoe W. Perkins, Charles E. King, Charles S. Weight, James J. Crockett, Albert F. Afong, Kenneth B. Barnes and H. P. R. Claude have been summoned as talesmen in Judge Cooper's court.

WANTED. A bright boy to run errands and be generally useful is wanted at the Star-Bulletin.

Shipping

PRETTY GIRL DETERMINED TO COME TO HAWAII--AND COMES

"I haven't a cent of money, and propose to go to Honolulu where I have relatives, so what are you going to do with me?" was the query launched at Captain Henry F. Weeden, veteran master of the Matson Navigation liner Lurline, coming from a rather prepossessing and youthful maid, who attired in natty sailor garb, was found on the upper deck of the gaudy liner, without ticket or the wherewithal to pay her passage.

The Lurline had steamed from San Francisco some hours before Purser Harry B. Meyer in making his round of the fifty passengers came upon the young woman. He demanded her transportation which was met with a merry laugh.

Meyer failing to persuade the girl to contribute to the Matson Navigation coffers, then carried the case to Captain Weeden.

Now, the doughty skipper in the Lurline has faced a good many ticklish propositions in the course of his varied and extensive career at sea. With a bluff and hearty old sea-dog, the man who commands the Lurline must have realized that he was up against the real thing.

"Shiver the trim on my Panama hat but I don't know just what to do with you," smily admitted the skipper after puzzling his brain over the problem.

About that time Joe Lombardo, Chief Steward in the Lurline happened along and casually remarked that there were an unusually large number of seasick women passengers aboard on the present trip. The Lurline steamed from out the Golden Gate in the teeth of a strong head wind, and the staunch liner did do a bit of rolling and plunging.

It was a brilliant idea that hit Captain Weeden in the forepeak. "I will make you stewardess for this trip. Now, here's your chance to get busy and win fresh laurels for the Matson Navigation Company, the good ship Lurline and incidentally a passage to the Paradise of the Pacific, for yourself."

The young lady arrived at Honolulu this morning in the Lurline, and was finally turned over to relatives whom she steamed the twenty hundred miles to meet and visit.

The young lady claims to have suffered great financial loss as a result of a big fire at Ocean Park, California, where all her earthly possessions went up in flame and smoke.

Her appearance on board the Lurline before the hour of sailing from San Francisco occasioned no comment or curiosity as her status was not discovered until well along in the evening when the round up of passengers for transportation is made by the purser.

Harbor Officer Carter made a side trip to the Lurline this morning, and by the time the liner docked at Hakefield wharf, the officer had under custody J. E. Jenkins, who is enrolled on the ships papers as a pantryman. It is alleged that Jenkins has "assisted" a number of stowaways in taking passage between the islands and the coast in the Lurline. In fact the popularity of the Matson steamer as a means of transit for the stowaway gentry had spread to the far corners of the isle. From Diamond head to Barber's Point the fame of the Lurline as a means of cheap and convenient passage became so widespread that some of the officials on board that liner expressed grave fears that the stowaways might outnumber the paid passengers. Something had to be done, and Jenkins' arrest is believed may serve to discourage the efforts of other employes in the liner in making easy the way of the impetuous traveler. Jenkins will be held here pending an investigation.

Two wireless operators are carried in the Lurline now in that the new Federal law goes into effect on October 1st. The liner arrived here this morning with E. O. Lennex wearing the gilt and tinsel regalia of a Matson steamer arrived just in the nick of time to permit these passengers to board the Interisland steamer Mauna Kea for Maui ports. The transfer of people and baggage was affected with out delay or disaster.

The Matson steamer brought 3819 tons cargo for Honolulu and upon proceeding to Kahului will be discharged of 578 tons freight. A mainland mail amounting to 317 sacks was received at the local postoffice.

It was not a very lively crowd that thronged the cabin accommodations in the liner and for that reason there was no set program of social stunts, as is generally the rule on a steamer where good fellows like Captain Weeden, Purser Meyer, Chief Ryland and "Mite" Edwards hold forth.

One large shipment of 1200 barrels asphalt arrived for the navy. In the cargo are nine autos for Honolulu, including several large motor trucks.

The Lurline will depart from Hakefield wharf within a day or two for Maui ports.

German Liners for Honolulu.

The Kosmos line launched the second of its five new 12,000-ton freighters on August 14 at Geestemunde. The new vessel will be named Hathor. The Karnak was launched April 30 and the Ramnes, Menes and Memphis are all nearing completion. The new ships, which will be all alike, are up to date freighters equipped with the latest devices for the safe and rapid handling of any kind of cargo.

Each ship will be equipped with 15 winches and 30 booms. One of these booms on each ship will be designed for handling as much as forty tons at a lift. Each ship will have seven hatches. They all will be equipped with wireless and have been built to trade between Europe and the coast via Honolulu. The trips from Hamburg to the Pacific coast that will include Honolulu as a port of call will be December-January, April-May, August-September. The ships will carry fertilizer from Europe and nitrate from Chili to Honolulu and from Honolulu will carry canned pineapple products for the European markets.

The building of these ships is part of the Kosmos line's preparation for the opening of the Panama canal.

Johnson Won't Stand for "Ragging." Skipper Peter Johnson, well known navigator and Shrinor, and in command of the Matson Navigation liner Wilhelmina, is declared as a determined foe to ragtime dances, at least those attempted on the placid deck of a vessel over which he presides with becoming grace.

The last voyage of the Wilhelmina to the coast produced several budding devotees to ragtime. The charge was made that at one of several masquerades held on board the big Wilhelmina, Captain Johnson planted his number ten firmly down Honolulu Hug, Hilo Hurtle, Texas Tinnooted as a prime diversion.

"Skipper" Johnson is declared as having taken the stand that no such exhibition of tripping the light fantastic will be tolerated, on his there is to it.

Shipping Stagnant at Hongkong.

From what could be gathered from officers in the Pacific Mail liner Korea that called at Honolulu yesterday, a stagnation in shipping at Hongkong prevailed during the stay of the Korea at the Chinese port. There was a lack of vessels riding at anchor there that have not been experienced in years. The ships in port on one day before the Korea sailed for Japan and Honolulu, excluding junks, river steamers and Men-of-War, totaled only 24, and these were mostly moored in the extreme end of the Harbor, leaving the center bare. The usual average is between 60 and 70 vessels; 24 ocean-going vessels have been known to arrive in one day, which equals the total amount in the Harbor. It is difficult to ascribe a cause for this state of the Colony's trade, as the amount of vessels arriving up to the end of August was quite up to the average.

Valuable Cargo Stowed in Staterooms.

For the first time in the history of the Canadian Pacific railway company's Empress steamships cargo has been stowed in staterooms for the westward voyage. This happened on the liner Empress of Japan when she left Vancouver for Yokohama and Hongkong. Liners from the Orient have not infrequently carried silk in the cabins, but the Japan is the first of the fleet to get away from Vancouver with freight in her staterooms. So much cargo is offered that quantities have to be shut out to await later sailings. Heavy consignments of cassettes, flour and condensed milk filled the Japan up to the hatches, and staterooms had to be utilized for the overflow.

Wireless Man Stuck to His Post.

LOS ANGELES, September 13.—After a night spent in this harbor, during which minor repairs were made to the rudder and needed supplies were procured, the steamer Pleiades sailed for San Francisco early this morning. On board the steamer, and with her during all the time she remained on the beach near Cape San Lazaro, was George Bennett, the young wireless operator. Bennett is the son of the late Frederick Bennett, many years marine correspondent for the San Francisco Examiner. Young Bennett sent out all the calls for aid, and after communication had been established with the company received 11 messages while the steamer was in the sands.

Raymond Miller, aged 16, and Eddie McKwan, aged 17, both of Chenoa, Ill., were killed when their automobile was struck by a train at Weston, Ill.

TIDES--SUN AND MOON

Table with columns: Date, High Tide, Low Tide, Sun Rise, Sun Set, Moon Rise, Moon Set. Rows for Sept 23, 24, 25, 26, 27, 28, 29.

WEATHER TODAY

Temperature—6 a. m., 74; 8 a. m., 79; 10 a. m., 79; 12 noon, 81. Minimum last night, 73. Wind—6 a. m., velocity 8, direction northeast; 8 a. m., velocity 4, direction northeast; 10 a. m., velocity 6, direction northeast; 12 noon, velocity 3, direction northeast. Movement, past 24 hours, 149 miles. Barometer at 8 a. m., 30.04. Relative humidity, 8 a. m., 62. Dew-point at 8 a. m., 65. Absolute humidity, 8 a. m., 6.573. Rainfall, 0.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange)

Wednesday, Sept. 25. SAN FRANCISCO—Sailed, Sept. 24, 2:45 p. m., S. S. Ventura, for Honolulu. SAN FRANCISCO—Arrived, Sept. 25, 9:35 a. m., S. S. Persia, hence Sept. 18. SAN FRANCISCO—Arrived, Sept. 25, 12:50 p. m., S. S. Honolulu, hence Sept. 18. SAN FRANCISCO—Sailed, Sept. 25, 12:50 p. m., S. S. Wilhelmina, for Honolulu.

AEROSGRAM.

S. S. Nippon Maru—Will arrive from San Francisco at 10 a. m. Friday and sail for Yokohama 5 p. m. same day.

Inter-Island Arrivals. Two Inter-Island steamers returned to Honolulu this morning, each bringing a fair list of passengers and a quantity of cargo. The steamer W. G. Hall, from Kauai ports, met with fine weather on the return trip. This vessel had an amount of sugar and sundries.

Shipments of empty drums and containers, several cords wood and general cargo from Hawaii and Maui ports arrived in the steamer Claudine this morning.

Herrin to Sail for the Coast. The big American oil-tanker W. F. Herrin is expected to sail for the Coast this afternoon, the last of the 50,000 barrels of fuel oil having been discharged today.

The American schooner Blakeley, after having discharged a shipment of lumber, is ready to proceed to Puget Sound, and may get away today.

Almost Neck and Neck.

With a fair start over the Tenyo Maru when he sailed from Honolulu for San Francisco, Captain Peter Johnson of the Matson liner Wilhelmina had hoped to make San Francisco at least a few hours before his rival, but finished second by a few minutes. Scarcely had the rattle of the Tenyo's anchor chains ceased to echo from Messrs wharf at midnight when Johnson hove to a couple of hundred yards away and let his anchor fall.—Examiner.

Mauna Kea Carried Businessmen.

A fair-sized delegation of businessmen sailed for Hawaii as passengers in the Inter-Island flagship Mauna Kea. The liner steamed out from the harbor immediately following the arrival of the Matson Navigation steamer Lurline. The Mauna Kea carried the delegation representing Honolulu's business organizations, the members to be entertained on the big island. A large crowd was present at the wharf to witness the departure of the vessel.

Thirty Million Feet Lumber a Month. During the month of August 38 vessels loaded at the mills in the lower Columbia river district and their combined cargoes amounted to 30,491,000 feet of lumber. Thirty-three of these vessels, with 21,000,000 feet of lumber, sailed for domestic ports, while the balance went foreign. In addition to these cargoes one raft containing 5,000,000 feet of logs and one raft containing 8,000,000 feet of piling were towed to California.

Helene Bringing Big Cargo of Lumber.

According to advices received from the coast in the Lurline the American schooner Helene ten days from Grays Harbor is bringing 1,216,000 feet lumber for Honolulu.

British Line Comes to Time.

The Directors of the P. & O. Company have decided to fit all the company's passenger steamers, Intermediates as well as mail, with the Marconi apparatus.

B. Cressaty of Waikiki has branched out into the real estate business for himself and has secured offices in the Cunha Building, 78 Merchant streets. Besides handling real estate he will deal in loans, investments and will handle rentals. He has a number of choice lots for sale.

ODDS AND ENDS AT THE PORT

The Oceanic liner Ventura, from San Francisco, to arrive here next Monday, will bring the next mail from the mainland.

The United States lighthouse tender Kukui is away on a cruise to Kauai points, where construction work on new lights is in progress.

Fuel oil destined for Honolulu has left Gaviota in the American ship Marion Chilcott. The vessel departed from the coast port last Saturday.

The Inter-Island steamer Maui is on the berth for dispatch for Kakuhiakole, Honokaa, Paauhau, at 4 o'clock this afternoon, taking general cargo and later mail.

The next mail for the mainland will be forwarded in the American-Hawaiian freighter Alaskan, scheduled to depart from Hilo for San Francisco on Thursday evening.

A quantity of the fuel oil brought to the port in the tanker W. F. Herrin has been pumped into the ship Falls of Clyde, now used at this port as a storage vessel.

The name of the Inter-Island Steam Navigation Company now adorns the big wharf formerly occupied by the Matson Navigation Company near the foot of Nuuanu street.

With nearly six thousand tons Australian coal the British freighter Venachar arrived at Port Allen yesterday. The vessel sailed from Newcastle, N. S. W., twenty days ago.

The Royal Hawaiian band played a musical serenade at the departure of the Inter-Island flagship Mauna Kea for Hilo and way ports this morning. A large delegation of businessmen took passage in the steamer for the big island.

PEARL HARBOR

(Continued from Page 1)

large super-dreadnought fleet with its auxiliaries. The amount of material dredged from the harbor entrance and channel amounted to 3,756,775 cubic yards, and the work consumed a period of about a little under four years.

The construction of the drydock has been carried on under very great difficulty, but good progress has been made. The bottom conditions were found to be quite difficult, requiring the construction of a pile foundation, which has now been completed. Further difficulties were encountered in laying the concrete of the drydock under water, made necessary by the porous nature of the subfoundation, but these difficulties have now been overcome and the work is proceeding rapidly.

The length of the drydock as originally authorized by Congress in the Act of May 15, 1908, was 650 feet. The length was subsequently increased to 800 feet by Congress. The session of August 22, 1912, authorized increasing the length to a thousand feet, increasing the total limit of cost to \$3,485,500.

Drydock Dimensions.

The pumping equipment for the dock is being manufactured at the cost of about \$130,000. The caisson gate for closing the entrance has already been completed and delivered at a cost of \$34,000. The drydock when completed will be large enough to dock any vessel now afloat. It will dock any probable war vessel to be constructed within a generation. The length and width of the dock were based on the length and width of the Panama Canal locks. The dock will accommodate any ship which can pass through the Panama Canal locks, and is not exceeded in size by any drydock in the world.

Seven industrial buildings are under construction and are now about three-fourths completed. These comprise the following:

- Machine shops \$100,000
Power plant 250,000
Foundry 75,000
Forge shop 50,000
Combined shipfitters' metal workers and boiler shop 120,000
Pipe and plumbers' shop 35,000
Combined wood-working shop 70,000

Total \$700,000. All the shops will be of the most modern design and construction, fitted up with machinery capable of handling the largest repair jobs that may come up on war vessels and of a high grade necessary to class requirement. The power will be supplied from the central power plant, which will be of the capacity of about 2500 K. W. in alternating currents and in compressed air. The steam hammers in the forge shop will be operated by compressed air, as will also the hand drilling, boring, chipping and riveting devices used for repairs of ships' hulls, boilers and machinery.

A reinforced concrete storehouse costing \$100,000 is in course of construction and about two-thirds complete. This is a large three-story structure, designed to carry ship stores and supplies for the use of the vessels of the fleet as required. An administration building to cost \$50,000 is under construction. This will provide office space, drafting room, etc., needed for the yard establishment.

Marine Barracks.

Marine barracks of reinforced concrete construction to accommodate 500 men are in progress of being erected. Three concrete residences for the marine officers are being built and are now well advanced toward completion. The cost of these marine barracks and quarters is \$157,000. Plans and specifications are being prepared for a naval hospital to cost \$200,000, of which amount \$75,000 is now available. Contract has been awarded for the construction of commandant's quarters and five officers' quarters, and heads of the various working yard departments, at a cost of \$69,000. The total amount of money appropriated by Congress up to July 1, 1912, for the Pearl Harbor development was \$6,997,000.

At the session of Congress on the first of June, there was appropriated in addition to this amount, the sum of \$1,742,000, making a total to date of \$8,739,000. Among the additional projects provided for by this last amount a seawall for mooring war vessels alongside the site of the shops, street paving, water supply to provide fresh water for the naval station, power distribution, metal and lumber storehouse, paint and rigging loft, pattern shop, an additional storehouse to cost \$100,000, latrines and railroad equipment.

There is under construction, and about 9 per cent completed, a floating crane of 150 tons lifting capacity. The purpose of this crane will be to lift heavy guns and pieces of armor-plate, and heavy parts of machinery, as is necessary in the making of repairs. There are cranes of larger capacity on shore, as for instance at the Krupp works at Essen and at the works of Wickers, Maxims and Sons, but there is no larger floating crane than the one now being constructed for Pearl Harbor. The construction of a naval magazine at Kuaehua Island opposite the naval reservation at Pearl Harbor, was authorized at the last session of Congress and the sum of \$152,000 was appropriated and made available for this purpose. Plans and specifications are being drawn up and it is expected that the work will begin at an early date. In addition to the constructions mentioned above, which are being carried on under regular appropriations, made each for its specific purpose, the Secretary of the Navy has allotted from a continuing appropriation known as "Equipment Depots—For Coal" the sum of \$345,000 for the construction of a coal plant and fuel oil plant at Pearl Harbor. These works are now in progress and are being prosecuted vigorously. The coal plant will have a storage capacity of 100,000 tons of coal stored under water, it having been found that steaming coal deteriorates very rapidly when stored in the open air, especially in warm latitudes, which deterioration is entirely prevented by storing the coal under water. A fuel oil storage tank of the capacity of one and a half million gallons is also being constructed for supplying fuel oil to such of the naval vessels as are now equipped for oil burning. A reinforced concrete wharf with a depth of 33 feet of water alongside is being built in connection with this coal plant, the cost of which is included in the amount named. At the last session of Congress there was also appropriated under the Bureau of Construction, a repair sum of \$200,000 for providing the necessary heavy machine tools and machinery for the shipfitters, ship-plumbing and plumbers' shop, and woodworking shop, and under the Bureau of Steam Engineering, the sum of \$200,000 for machine tools and appliances, for a machinery boiler shop, forge shop and smithery, a total of \$500,000, making the total aggregate of all moneys appropriated and allotted for Pearl Harbor, Naval Station to date very close to \$10,000,000.

PASSENGERS ARRIVED

Per M. N. S. S. Lurline, from San Francisco—D. A. Buss, Miss M. Davis, W. P. Day, Mr. and Mrs. A. Boyle, K. P. Emory, W. C. Emory, Mr. and Mrs. V. L. Emory, H. P. Faye, John Ford, Victor Gram, Miss H. S. M. Gollie, Max Greenbaum, E. R. Hand, Mr. and Mrs. H. B. Hickman, F. E. Jarvis, Miss Mae Krummarm, T. F. Leahy, A. Lindsay, H. J. Lyman, Mr. and Mrs. J. A. McLeod, Mrs. John A. Moncrief, Mrs. D. C. Peters, Mr. and Mrs. P. W. Rider, Mr. and Mrs. W. Robertson, C. M. Sowers, H. L. Sauters, Robt. E. Scott, Dr. D. Scudder, H. L. Shaw, S. I. Shaw, Miss D. E. Smith, John W. Smith, Irwin Spaulding, L. Thurston, Miss M. Thurston, Mrs. Guy H. Tuttle, L. A. Thurston, Mr. and Mrs. La Rue C. Watson.

AD CLUB LUNCH

The noon day lunch of the Honolulu Ad. Club will be postponed this week on account of many of the members being absent from the city on the business men's excursion to Hilo. The paper on Municipal Advertising, which was to be read by Mr. H. Gooding Field, will be given next Thursday noon, when a large attendance is expected.

COURT ITEMS.

Charles Mitchell will be put on trial a second time before U. S. Judge Clemens tomorrow for smuggling zinc from the German bank Paul Isenberg, a material having occurred in the case last April. C. C. Biting will appear for the government and Chen Quinn for the defense.

Harry T. Mills has filed a motion for leave to intervene in the matter of the receivership of the Fidelity Insurance Company, as plaintiff in an action brought by him against Ernest May, defendant and trustee, and William Henry, trustee and cashier.

TALESMEN SUMMONED.

James T. Carey, Alfred R. Hatfield, James P. Winne, Roscoe W. Perkins, Charles E. King, Charles S. Weight, James J. Crockett, Albert F. Afong, Kenneth B. Barnes and H. P. R. Claude have been summoned as talesmen in Judge Cooper's court.

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